

THE FATHER OF OUR NAVY.

By Frederic J. Haskin.

While our powerful Atlantic fleet is bearing its full share of our Mexican activities, in which it gave the first blood, at Vera Cruz, a beautiful statue of Commodore John Barry, the father of the American Navy, stands enshrined in Franklin Park, in the National Capital. It is to be hoped that in the course of the modern navy will suffer the oblivion that has been the fate of the founder of the nation's first navy. After the passage of 111 years, the veiled memorial in Washington is the first and only one that the United States government has erected in honor of Barry.

A long-delayed tribute will be unveiled May 15 and there has been arranged a monster two-day celebration, in which the President of the United States will take a prominent part, and scores of the nation's leading men, from all walks of life, will also participate. The statue is regarded as the most magnificent that has ever been put in this country. It cost \$2000, a large sum for a public statue, and it is the masterpiece of the sculptor, John J. Boyle of New York. The figure towers to the top of the pedestal on the deck of a warship, prepared and waiting for battle. The statue alone weighs 2,000 pounds.

Another feature of this is said to be the first official national recognition of what the Irish people contributed in blood and money to the American republic. At any rate, sturdy and heroic John Barry epitomizes Irish sacrifice in behalf of the stars and stripes. The occasion will also provide a rallying point for all the Barrys in the country. Invitations to thousands of Barrys have been sent out, and as a result a Barry clan will be organized after the festivities. All Irish-Americans will be made hearty welcome, and the various Catholic organizations throughout the land have taken such a tremendous interest in the movement that they have organized a "Barry Week" in honor of the great sailor. The Westford men will invade the capital in force. Commodore Barry was born in County Wexford, Ireland. All Wexford people are proud of him, a fact which both numbers and enthusiasm will attest. For several months the Wexford men's associations in the principal cities of the United States, including New York, Chicago, Boston and Philadelphia, have been having elaborate banquets in honor of the great sailor. The fact that this country will fraternize at the National Capital.

For considerably over 100 years the nation at large has overlooked the fact that John Barry was both the father of the American navy and one of the country's greatest heroes. But the historical record does not do so. The journals of the Continental Congress and other state papers in the Library of Congress alone in Barry lore. It is one of the treasures of fate that one who carried out a role of such momentous import in the American fight for liberty should have been lost sight of by the mass of people for so long a time.

John Barry was the first man commissioned in the armed sea forces of this republic, and at no time was any other officer senior to him. The name of John Barry, a wealthy shipmaster of Philadelphia, first appears among the signatures of the non-importation resolves of 1770. Five years later Barry cut short his life in London and hurried across the Atlantic in his ship, the *Black Prince*, to reach home October 13, 1775, and on the same day the Continental Congress decided to equip the new armed forces of the United States with one of ten guns. Barry offered himself and his ship before sundown and the committee accepted. The official and private papers of Washington, Franklin, Robert Morris, Benjamin Rush and others bear out all latter-day claims made in behalf of the modest Celt of the Quaker city.

December 2, 1775, the Continental Congress appointed Barry, then captain, to the highest rank it could confer, and he was put in command of the Lexington, the heaviest of the two ships that composed the sea defenses of the colonists. December 22, or fifteen days later, the *Lexington* was captured by the British. Barry was a first lieutenant on the *Alfred*, commanded by Capt. Saltonstall. The first capture of a British man-of-war was made by Capt. Barry. This was made April 7, 1776, when he engaged and captured the *Albatross*, a British privateer. Barry broke through the British blockade of Delaware Bay with the *Albatross*. John Adams wrote: "We begin to make some figure in the navy way." Barry captured three masted ships and was then appointed superintendent of the construction on the Delaware river. Later Washington appointed him commander-in-chief of Philadelphia's harbor. Barry's support, and he was an influential member of the marine committee of the Continental Congress.

One of Barry's greatest exploits was a rowboat attack on a whole British fleet. A ten-gun schooner was lying below Philadelphia, surrounded by four armed transports which were loaded with ammunition. With muffled oarlocks he slipped down the stream at night under the very nose of British warships. Just at daybreak he made fast to the British schooner, and was over the side with his men before the Englishmen knew what had happened. They fled before Barry and his men, and he captured five ships, one major, two captains, three lieutenants and 120 armed soldiers, sailors and marines. This startling fact forced the British to evacuate Philadelphia.

Washington's crossing of the Delaware is one of the famous episodes of history, and it is to Barry that the expedition was entrusted. With Commodore Mifflin, Washington's second in command, and the versatile Irish commander of sea fighters led a large force of land fighters in both engagements.

Barry's next command was the *Albatross*, the best and swiftest ship in the Continental navy. With her he carried out the famous raid on the *Fort Mifflin*, where the British were holed up. On another occasion he escorted Marquis de Lafayette back to France on a similar mission. With the *Albatross* Capt. Barry was in command of the *Albatross* when it was captured by the British on June 22, 1781, personally handled Commodore Barry with commission No. 1, made retroactive to June 22, 1781. This commission, being on file in the Library of Congress should settle all doubt as to who was the father of the American navy. Barry held his rank until the day of his death, which was on September 13, 1803, in his fifty-ninth year.

Credit for initiating the movement to do justice to Barry belongs to the late Martin J. J. Griffin, a Philadelphia lawyer, who agitated until he was taken up by Michael J. Ryan, the present city solicitor of Philadelphia. He enlisted the United Irish League of America, of which he is president.

dent, The American Irish Historical Society, of which President Wilson is a member, began to work about the same time. The Friendly Sons of St. Patrick, and the Ancient Order of Hibernians, followed, and for the past two years every patriotic Irishman in the country has had his heart in the work. A biography of Commodore Barry, by William Barry Means, M. D., whose father was a cousin of the great sea fighter, has been an exceedingly valuable contribution to the campaign.

The Barry celebration in Washington will begin May 15 with a pilgrimage to Mount Vernon, where lies Washington, the commander's friend and chief. The evening will be made tawdry by a concert of Irish music led by Victor Herbert. On the 16th the President will unveil the statue, the clan Barry will be formed, and a banquet of 1,200 covered by the most famous men in the country, will close the festivities.

Another feature of the celebration was the revolutionary war. Lord Howe, who exercised supreme British command in America, offered Barry 200 guineas, or over \$2000 in gold, and the command of a frigate, if he would turn traitor. The patriot replied: "Not for the value of the British navy, and the command of it all could I be seduced from the cause of my country."

Following up their recent action in favorably reporting on the proposed bill of municipal ownership of local street railways, the District Commissioners today took another step regarded as indicating their desire that this class of utilities be brought under government control when they directed that the work on the valuation of the public utility corporations be begun with an appraisal of the properties of the street railway companies.

The order was given by the Commissioners acting as members of the public utility board. The street railway companies as the first to be appraised is regarded as a significant indication of their intention to lay the groundwork for the accomplishment of the purposes outlined in the Crosser bill.

To Start Work at Once. It is announced the properties of the Capital Traction Company will be the first to be considered. Edward H. Benne, to whom the valuation contract has been awarded, conferred with officials of the District of Columbia and made arrangements for starting the work at once. He will be assisted by Charles E. Pilsbury, chief engineer of the city, and by Robert McArthur, chief accountant, and Robert McArthur, chief accountant.

The District of Columbia, which every effort will be made to complete the valuation of the public utilities by July 1, has been started on the task of appraising the coming summer. This will be followed by an investigation of taxicab rates, it is announced.

Denies Legal Application. He denies that the petitioner ever made legal application to the attorney of the District of Columbia to bring proceedings by quo warranto to determine the right of this respondent to the said office of Commissioner of the District of Columbia, or that, in connection with any such application, the attorney of the District of Columbia, or the District of Columbia ever refused to institute the same.

The said respondent, for further plea to said petition for quo warranto, says that he was nominated by the President of the United States to the Senate to be one of the Commissioners of the District of Columbia, appointed on July 25, 1913, and was confirmed by the Senate, and July 13, 1913, took the prescribed oath, entered the office, and has ever since, and yet holds the same, and that at the time of the said petition, he was acting as Commissioner of the District of Columbia, and during such time he claimed residence nowhere else, and this he is ready to verify.

For a further plea to said petition, this respondent says that he was duly qualified to be appointed a civil commissioner of the District of Columbia at the time he was so appointed, and that such appointment was nominated to and duly confirmed by the Senate of the United States upon thorough review upon his qualifications for said office, and which body determined that he was qualified to hold the office, and that he was in law, and he claims the same benefit of this answer as if it were made by way of demurrer.

Plea of "Not Guilty." "That this respondent is not guilty in manner and form as charged in said information."

"That this respondent holds the said office of Commissioner of the District of Columbia in conformity to law, was duly qualified, has met all legal requirements and is lawfully entitled thereto; and that he has not been removed, ousted, or unlawfully holds the same, or has so done at any time from the commencement of this action, or prior thereto, and of which things, the respondent is ready to verify."

"Whereupon this petitioner prays the judgment of this court that he go hence without day and have and recover his costs herein."

PAY TRIBUTE TO PEPPER. Speaker Makes Principal Memorial to Late House Member.

The House held a brief memorial session yesterday in tribute to the late Representative Irvin S. Pepper of Davenport, Iowa. Speaker Clark made the principal address.

Another Great List of REBUILDING SALE Bargains for Tuesday!

15c 1/2-lb. Can
Talcum Powder
7c

THIS COUPON AND 7c for equal 15c half pound size of Whitcomb's Talcum Powder, high grade, choice of Violet, Rose or Carnation.

Regular 25c
Wash Trimmings
11c

THIS COUPON AND 15c for regular 25c Colored Wash Trimmings, 100 pieces, neat, fast-color, sealed edges, 9-10, 11-12, 13-14, 15-16, 17-18, 19-20, 21-22, 23-24, 25-26, 27-28, 29-30, 31-32, 33-34, 35-36, 37-38, 39-40, 41-42, 43-44, 45-46, 47-48, 49-50, 51-52, 53-54, 55-56, 57-58, 59-60, 61-62, 63-64, 65-66, 67-68, 69-70, 71-72, 73-74, 75-76, 77-78, 79-80, 81-82, 83-84, 85-86, 87-88, 89-90, 91-92, 93-94, 95-96, 97-98, 99-100, 101-102, 103-104, 105-106, 107-108, 109-110, 111-112, 113-114, 115-116, 117-118, 119-120, 121-122, 123-124, 125-126, 127-128, 129-130, 131-132, 133-134, 135-136, 137-138, 139-140, 141-142, 143-144, 145-146, 147-148, 149-150, 151-152, 153-154, 155-156, 157-158, 159-160, 161-162, 163-164, 165-166, 167-168, 169-170, 171-172, 173-174, 175-176, 177-178, 179-180, 181-182, 183-184, 185-186, 187-188, 189-190, 191-192, 193-194, 195-196, 197-198, 199-200, 201-202, 203-204, 205-206, 207-208, 209-210, 211-212, 213-214, 215-216, 217-218, 219-220, 221-222, 223-224, 225-226, 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